









## HOWLING BLASTS.

## THE F WIND AND RAIN-STORM OF SATURDAY NIGHT.

A Gale from the Southeast that Traveled Forty Miles an Hour—But No Damage Reported.

Saturday night's storm was one of the fiercest ever experienced in this vicinity. The southeast wind increased in force all the evening, and by midnight was blowing a perfect gale. As the night advanced the velocity of the wind reached a terrific rate, and the wind fairly howled as it swept over the plains, and caused firmly-built frame houses in the city to quiver and shake. It came in fitful gusts, or waves, and for some seconds before one of these blasts would strike its approach was signaled by an ominous roaring sound, causing the occupants of unsteady buildings considerable nervousness. It was expected that the morning would reveal the wreck of more or less of the weaker structures and the downfall of some of the giant pines and cypress trees in the Capitol Park, but fortunately no disasters were visible when the sun rose bright and warm, and none have been reported.

Signal Observer Barker reports his observations of the storm and weather of Saturday night and Sunday morning. The rainfall from Saturday night to 5 o'clock on Sunday was .26 of an inch, and from Sunday at 5 a. m. to about 10 a. m. the amount was .90 of an inch; showing the heaviest precipitation have been during yesterday evening and Sunday morning. The barometer has fluctuated up and down in a most unstable manner. For instance, at 5 a. m. on Saturday it recorded 30.03 inches, at 5 p. m. it was 29.98, at 10 p. m. it was 29.95, and at 5 o'clock last evening 29.78. This shows a fall on Saturday of .25 of an inch, and on Sunday of .20 of an inch. All these changes are abnormal because great change in eight hours should not be more than from .08 to .12 of an inch. Such rapid changes in the barometrical conditions of the atmosphere, whether up or down, is rather a poor sign for settled weather.

The total rainfall for the storm was 1.22 inches, making for this year 7.84 inches, and for this season 28.14 inches, as against 9.94 inches to the last day of March last year.

The average rainfall for February, as deduced from a record of forty years, is 2.77 inches. This month, therefore, has now about 1.55 inches less than the average precipitation for the entire month.

The average for the season up to March 1st, as deduced from a record of forty years, is 14.40 inches. This month, therefore, has now about 1.55 inches less than the average precipitation for the entire season.

The highest and lowest temperatures yesterday were 51° and 32°. The temperature at 5 a. m. and 5 p. m. was 48° and 40°, respectively. The highest and lowest one year ago yesterday was 48° and 35°. The highest and lowest one year ago to-day was 52° and 31°, and the weather clear and cold.

The velocity of the wind in this city during Saturday night and yesterday morning was between thirty-six and forty miles an hour.

The rainfall at Red Bluff during the storm was over one and one-half inches, with high winds of 40 miles an hour. No reports have been received from Oregon, the line being down.

About 8 o'clock last evening there was a sharp hail-storm, lasting for several minutes, and between that hour and midnight a few light showers of rain fell.

The heavens were very black at midnight, and the indications pointed to another heavy storm.

## EXCURSIONISTS BLOCKADED.

They Visit the Sierras and See Snow With a Vengeance.

Ho, for Truckee. That was the motto of the large excursion party which left this city Saturday evening on the overland train with the view of feasting their eyes upon the grandeur of Sierra scenery, and of passing through the perpendicular cliffs of snow, where only a couple of weeks ago several hundred passengers were imprisoned for two weeks, shut off from the rest of the world.

But they didn't get to Truckee. And what is more, they were treated to much more in the way of scenery than they bargained for. When they left Sacramento the weather was very squally, and Sergeant Barclay could not imagine the cessation. But the excursionists were enthusiastic over the prospect of getting a genuine snow-storm thrown in with the scenery, all for \$5, and loudly clamored, "On with the dance."

The dance went on. As the train began to climb the foothills, up to burning with all its glory upon the emerald-cloaked scenery, the squally weather shifted around into cold, wet weather, and the train was turned to suggest that, after all, they might not have such a gloriously splendid time; but, though the enthusiasm was not quite so pronounced as it was when they started, the dubious ones were very decidedly "set upon." The train continued to ascend, until finally one of the excursionists discovered that it was no longer raining, but snowing. Yes, they had reached the snow belt and the snowing snow-storm.

It continued to snow all night, and the train continued on its course, but slow. It was not until the morning of the 15th that the train reached the place where the snow was heaviest. This is the place where the railroad company was given its hardest fight during the great blockade, and where it is said it stormy weather than any place in the country. The wind was blowing a hurricane at the time and the lately-fallen snow was drifting in great quantities.

The train managed to get through the cut right but just as it was emerging at the place known as Cascade Spr a snow bank was encountered, which put a stop to further progress. The enthusiasm of the excursionists was slightly chilled by the general condition of things, but they were buoyed up by the realization that they were getting "a whole lot" for their money.

It was 5:30 a. m. when the halt was made, but had it not been for an accident which happened to the Cyclone snowplow, which came down to clear the way for the train, the delay would have been of little consequence. As it was, however, the Cyclone had only thrown out a few tons of snow when her steam boiler exploded, and she was of no further use. But this was not the serious part of the accident. The Cyclone met with the accident at a point where it was difficult to get out again, owing to the drifts which covered the track behind her. A force of shovellers were sent for, and they labored to raise the blockade all day. The Cyclone was finally removed and the rotary plow took her place. The latter did splendid work, clearing the track in short order. The train, however, could not move, owing to the fact that the snow had drifted upon the tracks, and that it was such an extent that it was necessary to dig them out. By evening four of the forward coaches, comprising the engine and the portion of the train to be released, and an engine took the train to Summit, leaving the excursionists behind, as they had not yet been dug out.

A dispatch was received by the Record-Union last evening from one of the excursionists, which read as follows:

Cascade, February 16th. The train which left Sacramento last evening in charge of conductor J. L. Pearson, having been delayed by the snow, has been snowed in since 5:30 this morning. It is now being released. The entire party, however, is still happy. This afternoon Superintendent Wright of the Sacramento division, ordered an engine down from Summit with provisions for the passengers. The parties who carried the supplies in had to travel five feet of snow.

The latest information received at the depot last evening was to the effect that the shovellers were making rapid progress, and that in all probability the cars would soon be released. The excursion train will be completely its trip to Truckee, as it is the opinion of the majority of the party that they have seen enough already. The excursionists will, bearing accidents, arrive home this morning.

Deputy State Treasurer Daniel Wright is one of the passengers on the excursion car. Last evening the following telegram was received from him:

SUMMIT, February 16th. The Record-Union's account of the snow-bound train, with no apparent prospect of release, has been all we have. The party is well and happy.

We Blessing following the following reply:

SACRAMENTO, Feb. 17, 1890. I, Daniel Wright, near the Summit.

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## AROUND THE TRACKS.

## THEODORE WINTERS' STABLE ON THE WAY TO NASHVILLE.

Wilbur Smith's String of Trotters in the City—Charles Marvin's Book on Training Trotters.

A correspondent of the San Francisco Breeder and Sportsman writes to that paper as follows: "While in Sacramento last week after looking at several of the runners I took a glance through W. Field Smith's stable which is suitably located close to the main entrance to the track and in the city. A long stable neatly filled up with several box stalls, and two or three adjacent lots in which some of the youngsters are occasionally turned out. The stable was a model of neatness and order, indicating at once that a careful supervision was exercised over everything. Mr. Smith, who was engaged, kindly showed me round the stable and expatiated on the horses which looked very good indeed. In the stable were two-year-old Billy Peluso, by Gray Wilkes 2:15 of Cora by Buchanan, grand dam Pearl by Blue Bull. Mr. Smith sold Cora to Mr. Corbett last year. He is a son of General Cobby's Bow Jr. out George W. Bassford's Josie Bow. Count Dick's dam was Mollie Ashe, owned by H. C. Brown, at Sacramento. Mollie Ashe was by Boyd (Sleahood—Jessie Belle) out of Jessie Belle (Sanecho—Baker's Queen). Count Dick was bred by H. C. Brown, and whelped on October 4, 1888. If he trains on he will be a dangerous competitor next year."

"Austin B. Sperry's pointer, Count Dick, which showed so brilliantly at the field trials, but whose age and breeding were not then known, turns out to be, as suspected, the Breeder and Sportsman, 'but a fifteen-months-old puppy. In breeding he is 'way up,' said the Captain of the Gray Wilkes. A son of General Cobby's Bow Jr. out George W. Bassford's Josie Bow. Count Dick's dam was Mollie Ashe, owned by H. C. Brown, at Sacramento. Mollie Ashe was by Boyd (Sleahood—Jessie Belle) out of Jessie Belle (Sanecho—Baker's Queen). Count Dick was bred by H. C. Brown, and whelped on October 4, 1888. If he trains on he will be a dangerous competitor next year."

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Directors and officers for the ensuing year. Directors—W. J. Lunders and B. C. Hawes of San Francisco; Robert T. Devlin, L. L. Lewis, Edward K. Akin, Robert H. Hawley and L. Heilbron of Sacramento. Officers—Robert T. Devlin, President; W. J. Lunders, Vice-President; Edward K. Akin, Secretary; National Bank of D. O. Mills & Co., Treasurer.

BRIEF NOTES. According to street gossip officer Franks has now no rival for the Democratic nomination for Chief of Police, both Chief Lee and H. F. Dillman having declared themselves out.

Ex-Judge J. F. Sullivan, of San Francisco, Grand President of the Young Men's Institute, last night paid a fraternal visit to Justice Dick and his wife and children in the East, for whom he was about to send for to join him in this State.

P. Noon, one of the men who lost their lives by the recent accident near Placerville, leaves wife and ten children in the East, for whom he was about to send for to join him in this State.

L. S. Woolsey, of the pattern department at the railroad shops, was surprised by a number of friends a few evenings since, on the occasion of his sixty-second birthday anniversary, and presented with an ebony gold-mounted cane.

"Austin B. Sperry's pointer, Count Dick, which showed so brilliantly at the field trials, but whose age and breeding were not then known, turns out to be, as suspected, the Breeder and Sportsman, 'but a fifteen-months-old puppy. In breeding he is 'way up,' said the Captain of the Gray Wilkes. A son of General Cobby's Bow Jr. out George W. Bassford's Josie Bow. Count Dick's dam was Mollie Ashe, owned by H. C. Brown, at Sacramento. Mollie Ashe was by Boyd (Sleahood—Jessie Belle) out of Jessie Belle (Sanecho—Baker's Queen). Count Dick was bred by H. C. Brown, and whelped on October 4, 1888. If he trains on he will be a dangerous competitor next year."

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## TO-DAY, AT 9 A. M.

Special sale of one lot of extra large size All-linen Doilies or Napkins, with combed fringed and pretty red border. This is an unusual opportunity for hotels and restaurants, as well as private families. Price, 55 cents a dozen. Domestic Department.

## TO-DAY, AT 9:30 A. M.

WE PLACE ON SALE A LOT OF—

## CHILDREN'S SHOES.

Children's Fine Kid Button Shoes, spring heel, turned, flexible sole, tassels on top of shoe. Sale price, 69 cents.

Sizes, 8 to 10.

Child's Fine Dongola Button Shoes, spring heel, strongly and substantially made, a neat, dressy shoe. Sale price, 69 cents.

Child's and Infants' Sandal Boots. Sale price, 69c. Shoe Department.

## TUESDAY MORNING

We shall have a special sale of Silverware and China Cups and Saucers. Particulars in to-morrow's paper.

## FRENCH FLANNELS.

We have just received our first spring importation of High-grade French Flannels. These fine all-wool dressy Flannels are entirely new in design and color. There are over twenty different styles



